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COUNTRY Czechoslovakia

REPORT

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TOPIC 1. Kuar (Mimon) Military Airfield

2. Radar station Northwest of Prague-Ruzvne Airfield

EVALUATION _____ PLACE OBTAINED _____

25X1

DATE OF CONTENT

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DATE OBTAINED _____ DATE PREPARED 5 November 1972

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REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 sketch

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REMARKS:

This is UNEVALUATED Information

1. The airfield near Kurn (5037 N/1443 E) was a military installation which extended from the eastern perimeter of Kurn to the east and covered a cleared and leveled area of about 3 x 4 km. The field was bordered by a brook to the south and by woods to the east and north. More trees were cut along the boundaries and the cleared area was graded. The landing field had a grass cover which was repeatedly rolled. Since the soil was sandy, rain was quickly absorbed. There was also a drainage facility which consisted of concrete tubes, each about 50 cm in diameter.
2. An E-W runway, which was observed through the entrance gate from the Mimon-Doksy (Hirschberg 5034 N/1439 E) road, was 2 to 2.5 km long and about 100 meters wide and extended down the middle of the field. It had concrete cover which did not consist of individual concrete slabs. Since work was still being done on the runway, it was observed that the subsoil consisted of 3 layers of stone, each layer covered with sand, and a top layer of concrete about 20 cm thick. At both sides of the runway about 50 meters from the edges, were triangular lighting facilities, each about 3 meters long and 30 cm high, which radiated the light across the runway and upward. A N-S taxiway or concrete apron about 100 meters wide extended north and south of the runway. Each section was about 500 meters long. Ditches were being dug along the taxiway.
3. Construction work was being done on lanes, about 20 meters wide, which branched off from the runway toward the northeast and south east. Work was completed on strips 300 to 400 meters long. The northern lane was rolled and it was apparently to be covered with a concrete top layer. The lanes were probably connecting strips to the runway.
4. Construction work was also under way on 3 hangars along the western side of the taxiway. Two hangars were located along the southern strip and 1 along the northern strip. The steel frame was being erected on the foundation about 15 meters wide. The length of the

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hangars could not be determined.¹

5. Some low wooden buildings, each about 7 x 15 meters, were located in the northwestern corner of the field. These buildings were occupied by about 100 air force soldiers who wore blue uniforms with light blue epaulets probably with black borders. The buildings were obstructed from view by trees and a 1.5-meter-high wire fence along the road. South of the entrance to the field was a villa-like building which housed the administrative offices. A mast with a wind cone on top was seen near the building. No fuel dumps or tank installations were seen at the field, but standard tank trucks moved about in the installation. No radio installation or DF station was seen.
6. The southern section of the taxiway or apron in front of the hangars was occupied by 7 or 8 twin-engine and three-engine aircraft, apparently Czech and German planes, in addition to some twin-engine aircraft of Soviet type. No jet aircraft were observed. The aircraft available were probably used for practice flights by parachutists who jumped over the field. all
Czech parachutists were trained at this airfield and that parachuting was also practiced at night. 25X1
7. The entrance to the field was blocked by a barrier guarded by a sentry armed with submachine gun. The guardroom was housed in a low wooden building south of the administrative building. The road along the field was open for public traffic but the passengers were not allowed to stop on the road. No additional sentries were posted around the field.
8. The area east of Mimon (5039 N/1444 E) for about 20 km was used as a troop-training ground. About 16 villages had been evacuated for this purpose. The town of Mimon was heavily occupied by troops of various units.²
9. Prior to 10 June 1954, the following observations were made with regard to a radar station assigned to the Prague-Ruzyně airfield: The radar station was located about 500 meters south of Gross Herrndorf (5007 N/1415 E), about 200 meters southwest of the Slany (5014 N/1405 E) -Prague road. It covered an area of about 200 x 100 meters and was surrounded by a lattice fence about 1 meter high. Motor vehicles or passengers were not permitted to stop on the aforementioned road about 500 meters southeast and northwest of the radar station. A blocked field path branches off from the road and extended to the radar station. It was about 200 meters to the sentry box at the entrance of the station. A sedan with an antenna was parked in one corner of the fenced-in area and the radar set was in another corner. A steel frame, about 3 meters high, was mounted to a mobile platform and wire screen, about 3 meters long and 1.5 meters high, was fitted at a right angle on top of the frame. Two stools were also seen on the platform. A steel tower about 8 meters high was seen in the middle of the southwestern edge of the fenced-in area. On top of the tower was a wire device from which some wires extended to the ground. The type of the device could not be identified from the distance. The operative personnel of the radar station were quartered in 3 low wooden buildings located within the fence.

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A truck with a device on top, probably a sound locator, was occasionally observed near the radar station.

1. Comment. A concentration of laborers at Kurn airfield probably for airfield construction work was reported previously. The present report confirms that considerable progress was made in construction work at Kurn airfield and at building construction projects. 25X1
2. Comment. It is believed that Kurn airfield is occupied by an air unit equipped with Siebel 204 reconnaissance aircraft, and by transport aircraft which are used for training purposes by the parachute school stationed in the vicinity of Kurn. For Layout sketch of Kurn airfield, see Annex. 25X1
3. Comment. The radar station which is allegedly assigned to Prague-Ruzyně airfield is reported for the first time. From the description it is inferred that the set is of type SCR-527. 25X1

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